

District of Columbia -- Prorated Monthly Fee Schedule for Commercial Vehicles -- Effective April 11, 2005

Gross Weight	12 Months	11 Months	10 Months	9 Months	8 Months	7 Months	6 Months	5 Months	4 Months	3 Months	2 Months	1 Month
78000 - 78999	2275	2086	1896	1707	1517	1328	1138	948	759	569	380	190
79000 - 79999	2300	2109	1917	1725	1534	1342	1150	959	767	575	384	192
80000 - 80999	2325	2132	1938	1744	1550	1357	1163	969	775	582	388	194

**Note: Formula used to calculate prorated monthly fees was: (12-month fee (provided by DC) / 12) X # reg months (e.g., 11, 10, 9, 8, etc.)
Any results showing between .01 and .99 were rounded to the next highest dollar per DC instruction.



IRP April Newsletter



DC Department of Motor Vehicles

April 2005 Issue 2, Vol. 2



A CDL LICENSE IS WORTH ITS WEIGHT IN GOLD

The District of Columbia, like other jurisdictions, is required to comply with Federal Motor Carrier Safety Administration (FMCSA) guidelines for commercial drivers. The District's CDL operations are audited every three years, during which time federal officials review license issuance procedures, departmental disqualification notices that are sent to individuals whose CDL's are subject to suspension or revocation, and the DMV's computer system to determine whether its data matches national driver's records standards. The national CDLIS (commercial driver's license information system) program links the United States, the provinces of Canada, and Mexico. CDLIS allows the government to clarify a driver's identity to assure that no more than one CDL license is issued to a single applicant.

Federal regulations require the District to disqualify CDL and non-CDL drivers for convictions related to commercial vehicle offenses. In July 2004, the DMV enhanced its computer information system to accommodate this law. Any person who accumulates a single major offense, and/or multiple serious offenses, is subject to disqualification. **The following are mandatory disqualifications:** **1)** Major: DUI and being under the influence of a controlled substance. Also leaving the scene of an accident while operating a commercial vehicle. **2)** Serious infractions: The accumulation of multiple violations: E.g., speeding, driving recklessly, and improper lane changes while operating a commercial vehicle. **3)** Railroad violations: Failure to slow/check railroad tracks while operating a commercial vehicle. **4)** Out of Service Orders: Violating a commercial vehicle out of service order. **5)** All of the above infractions while transporting hazardous materials.

The DMV has instituted a number of changes that will benefit CDL customers and new applicants. On March 15, 2005 the department suspended Third Party Testing of CDL applicants. The suspension is indefinite, allowing officials to do a comprehensive audit of the entire Third Party CDL Testing Program. The purpose of the suspension is to make changes in the CDL licensing process. Applicants who formerly traveled out of state, or even locally, for training will hereafter be assured their qualifications meet DMV standards. Another change will allow the DMV to provide five-year endorsements for school bus drivers. The medical certification for all applicants has also been simplified to allow for quicker processing. CDL holders will also benefit by the department's automatic renewal notices reminding individuals of their need to update medical certification cards.

Featuring Bowie's Inc.



Diane Hicks

Diane Hicks migrated to the District of Columbia from Massachusetts in 1972. She came to Bowie's, Inc. in 1984 in answer to an advertisement in the Washington Post. The owner might not have known at the time he was interviewing candidates for a book-keeper's job that the person he would eventually choose was destined to become president of his business. That one time book-keeper is now responsible for oversight and direction of a District based enterprise worth hundreds of thousands of dollars to its customers, investors and employees.

Bowie's, Inc. only solicits business in the District of Columbia, and Diane Hicks is an in-charge supervisor who is adept when speaking about industry carting standards and her company's commitment to service in the trash hauling business. According to company history, the original founder, P.C. Bowie, started operations in the mid-1930's in southwest D.C. The company's primary venture was the hauling of ashes and cinders from private residences and multiple dwellings. Mr. Bowie's son, Edward L. Bowie, continues the business to its present success. Today's primary responsibilities involve solid waste removal and recycling. The company employs 40 workers whose jobs range from operations manager, mechanics, general maintenance and drivers. Only two females are employed with Bowie's Inc., and they occupy the offices of President and bookkeeper.

Bowie's, Inc. believes their commitment to service has allowed the company to prosper when others in their industry have not. Like all forward thinking managers, Hicks says her company welcomes growth. This will not happen, Bowie's Inc. says, if operations compromise service. Diane credits her staff, chief among them senior mechanic Ronnie Barnes, as being more than a contributing factor to Bowie's Inc.'s success. Mr. Barnes has been on the job at Bowie's Inc. for more than 23 years. Two junior mechanics work alongside him, and they have learned how to completely break down and reassemble any of



Ronnie Barnes

their vehicles in a matter of days. Bowie's Inc.'s mechanics are reportedly second to none, and it is they who are responsible for rotating maintenance for each carrier every two months. Each man on the maintenance team is aware of their need to meet DMV inspection requirements.

Eugene Irving is Bowie's Inc.'s Operations Manager, wearing a number of hats since beginning employment in 1999. He supports the dispatching of services (known as service stops) to assure proper feedback to nearly 1,000 District households. Both he and Diane Hicks can make quick assessments of rear load container requirements for new and old customers; they explain their formula as a consideration of units and preferred service days and equipment sizes. They take pride in their uniformed representatives, whom they say demonstrate the company's commitment to service. Some Bowie's Inc. drivers have been on the job for more than 30 years. The most recent employee is on his 90-day probation period.

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42000 - 42999	1375	1261	1146	1032	917	803	688	573	459	344	230	115
43000 - 43999	1400	1284	1167	1050	934	817	700	584	467	350	234	117
44000 - 44999	1425	1307	1188	1069	950	832	713	594	475	357	238	119
45000 - 45999	1450	1330	1209	1088	967	846	725	605	484	363	242	121
46000 - 46999	1475	1353	1230	1107	984	861	738	615	492	369	246	123
47000 - 47999	1500	1375	1250	1125	1000	875	750	625	500	375	250	125
48000 - 48999	1525	1398	1271	1144	1017	890	763	636	509	382	255	128
49000 - 49999	1550	1421	1292	1163	1034	905	775	646	517	388	259	130
50000 - 50999	1575	1444	1313	1182	1050	919	788	657	525	394	263	132
51000 - 51999	1600	1467	1334	1200	1067	934	800	667	534	400	267	134
52000 - 52999	1625	1490	1355	1219	1084	948	813	678	542	407	271	136
53000 - 53999	1650	1513	1375	1238	1100	963	825	688	550	413	275	138
54000 - 54999	1675	1536	1396	1257	1117	978	838	698	559	419	280	140
55000 - 55999	1700	1559	1417	1275	1134	992	850	709	567	425	284	142
56000 - 56999	1725	1582	1438	1294	1150	1007	863	719	575	432	288	144
57000 - 57999	1750	1605	1459	1313	1167	1021	875	730	584	438	292	146
58000 - 58999	1775	1628	1480	1332	1184	1036	888	740	592	444	296	148
59000 - 59999	1800	1650	1500	1350	1200	1050	900	750	600	450	300	150
60000 - 60999	1825	1673	1521	1369	1217	1065	913	761	609	457	305	153
61000 - 61999	1850	1696	1542	1388	1234	1080	925	771	617	463	309	155
62000 - 62999	1875	1719	1563	1407	1250	1094	938	782	625	469	313	157
63000 - 63999	1900	1742	1584	1425	1267	1109	950	792	634	475	317	159
64000 - 64999	1925	1765	1605	1444	1284	1123	963	803	642	482	321	161
65000 - 65999	1950	1788	1625	1463	1300	1138	975	813	650	488	325	163
66000 - 66999	1975	1811	1646	1482	1317	1153	988	823	659	494	330	165
67000 - 67999	2000	1834	1667	1500	1334	1167	1000	834	667	500	334	167
68000 - 68999	2025	1857	1688	1519	1350	1182	1013	844	675	507	338	169
69000 - 69999	2050	1880	1709	1538	1367	1196	1025	855	684	513	342	171
70000 - 70999	2075	1903	1730	1557	1384	1211	1038	865	692	519	346	173
71000 - 71999	2100	1925	1750	1575	1400	1225	1050	875	700	525	350	175
72000 - 72999	2125	1948	1771	1594	1417	1240	1063	886	709	532	355	178
73000 - 73999	2150	1971	1792	1613	1434	1255	1075	896	717	538	359	180
74000 - 74999	2175	1994	1813	1632	1450	1269	1088	907	725	544	363	182
75000 - 75999	2200	2017	1834	1650	1467	1284	1100	917	734	550	367	184
76000 - 76999	2225	2040	1855	1669	1484	1298	1113	928	742	557	371	186
77000 - 77999	2250	2063	1875	1688	1500	1313	1125	938	750	563	375	188

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Less than 3499	125	115	105	94	84	73	63	53	42	32	21	11
3500 - 4999	160	147	134	120	107	94	80	67	54	40	27	14
5000 - 6999	220	202	184	165	147	129	110	92	74	55	37	19
7000 - 9999	300	275	250	225	200	175	150	125	100	75	50	25
10000 - 10999	575	528	480	432	384	336	288	240	192	144	96	48
11000 - 11999	600	550	500	450	400	350	300	250	200	150	100	50
12000 - 12999	625	573	521	469	417	365	313	261	209	157	105	53
13000 - 13999	650	596	542	488	434	380	325	271	217	163	109	55
14000 - 14999	675	619	563	507	450	394	338	282	225	169	113	57
15000 - 15999	700	642	584	525	467	409	350	292	234	175	117	59
16000 - 16999	725	665	605	544	484	423	363	303	242	182	121	61
17000 - 17999	750	688	625	563	500	438	375	313	250	188	125	63
18000 - 18999	775	711	646	582	517	453	388	323	259	194	130	65
19000 - 19999	800	734	667	600	534	467	400	334	267	200	134	67
20000 - 20999	825	757	688	619	550	482	413	344	275	207	138	69
21000 - 21999	850	780	709	638	567	496	425	355	284	213	142	71
22000 - 22999	875	803	730	657	584	511	438	365	292	219	146	73
23000 - 23999	900	825	750	675	600	525	450	375	300	225	150	75
24000 - 24999	925	848	771	694	617	540	463	386	309	232	155	78
25000 - 25999	950	871	792	713	634	555	475	396	317	238	159	80
26000 - 26999	975	894	813	732	650	569	488	407	325	244	163	82
27000 - 27999	1000	917	834	750	667	584	500	417	334	250	167	84
28000 - 28999	1025	940	855	769	684	598	513	428	342	257	171	86
29000 - 29999	1050	963	875	788	700	613	525	438	350	263	175	88
30000 - 30999	1075	986	896	807	717	628	538	448	359	269	180	90
31000 - 31999	1100	1009	917	825	734	642	550	459	367	275	184	92
32000 - 32999	1125	1032	938	844	750	657	563	469	375	282	188	94
33000 - 33999	1150	1055	959	863	767	671	575	480	384	288	192	96
34000 - 34999	1175	1078	980	882	784	686	588	490	392	294	196	98
35000 - 35999	1200	1100	1000	900	800	700	600	500	400	300	200	100
36000 - 36999	1225	1123	1021	919	817	715	613	511	409	307	205	103
37000 - 37999	1250	1146	1042	938	834	730	625	521	417	313	209	105
38000 - 38999	1275	1169	1063	957	850	744	638	532	425	319	213	107
39000 - 39999	1300	1192	1084	975	867	759	650	542	434	325	217	109
40000 - 40999	1325	1215	1105	994	884	773	663	553	442	332	221	111
41000 - 41999	1350	1238	1125	1013	900	788	675	563	450	338	225	113

Featuring Bowie's Inc.

District of Columbia law requires that owners of four or more housing units subscribe to a trash container service. A major problem for trash haulers in the District is the shrinking number of trash transfer stations available to local companies, and the fees that are being charged at trash transfer centers. The escalating cost of fuel have had a definite impact on profit, and the company also experiences replacement parts problems. This occurs when a manufacturer discontinues production of an aging assembly. Bowie's Inc. works to retain skilled workers. It is extremely important that Bowie's Inc. attracts CDL drivers who can maneuver a big rig in tight alley spaces, since all their work is performed in the city. It is equally important that a worker is reliable, because hauling begins at 6:20 am, Monday through Saturday.

Bowie's Inc. has chosen INTERNATIONAL LOADMASTER vehicles for their entire fleet. Their seventeen IRP vehicles range from the 1982 model to the recently acquired 2005 model. The seven-speed INTERNATIONAL LOADMASTER is believed to provide greater traction and greater maneuverability in close spaces, while providing special safety features for the driver and workers on the rear of the truck. Based upon the route a driver is assigned, a team may consist of as many as three employees. On most routes, however, the crew consists of two workers. Bowie's Inc. reports their most important asset is their reputation for service, and following closely behind are their valued employees and their customers. Bowie's Inc. reports that they work with their customers to assure that access to and around the properties they serve represent a safe and environmentally friendly site.



Roy Burke

Featuring Ft. Myer Construction Company

The president of Ft. Myer Construction Company is Jose Rodriguez, one of its original founders. The company has been a participant in the District's International Registration Plan (IRP) since December 1998. At that time, their representative presented an application listing eight apportioned vehicles. They now report eighteen apportioned vehicles on their registry. Our DMV records show that Ft. Myer Construction Company also maintains a separate non-apportioned vehicle registry of eighty-nine service trucks registered in the District of Columbia.

The person responsible for monitoring and enforcing compliance with federal and local government regulations at Ft. Myer Construction is Roy Burke, a man who wears a number of hats for his company. Mr. Burke's responsibilities have varied since he began working with the company in October 1989. Right now, one of his primary jobs is to serve as vice president of a District-based company whose corporate value nears one hundred million dollars. He administers corporate employee policies for a workforce estimated to number nearly 600 persons. Roy reports that the majority of these workers reside in the District of Columbia, and that 75% of all Ft. Myer Construction Company employees are minorities. Ft. Myer Construction Company has operated from the same site in north-east Washington since 1982. In addition to its corporate offices located off South Dakota Avenue, NE, the company also maintains an asphalt facility in the city. Ft. Myer Construction Company customers are typically local governments throughout the Washington metropolitan area.

Featuring Ft. Myer Construction Company *(continued)*

Fort Myer Construction Company is designated as a minority contractor. This means that when the District is evaluating bidders for local contracts, the government can apply D.C. law 13-169, known as the “Equal Opportunity for Local, Small, or Disadvantaged Business Enterprise Amendment Act of 2000.” District regulations allow the city to apply preferences in evaluating bids or proposals from businesses that are local, disadvantaged, have resident business ownership or are located in an enterprise zone of the District of Columbia.

Ft. Myer Construction Company’s projects are visible throughout the area, especially in its performance of D.C. road construction. A recent contract with the city allowed the company to step outside traditional street construction activities; its workers poured concrete for RFK’s refurbished baseball stadium. There are four unions represented in Ft. Myer operations: the cement masons, laborers, truck drivers and special vehicle operators.

The biggest problem confronting the trucking industry, according to Roy Burke, is the increase in local traffic and the erratic behavior of some negligent drivers on our roadways. Burke reports that these associated problems affect a professional driver’s road time, and a company’s bottom-line profits. He also says that fuel costs are an important element in a company’s operations, and that these factors combined have an impact on all companies, whether they are large or small. Over the past few years Ft. Myer Construction has been replacing its shift-gear type vehicles with automatic transmissions. Automatic transmissions are believed to help preserve a driver, while reducing maintenance costs when a vehicle is taken out of service for replacement of a transmission or a clutch. The average life span of a construction vehicle for Ft. Meyer Construction Company is seven to ten years – except for MACK TRUCKS, which are typically good for about fifteen years.

According to Roy Burke, Ft. Myer Construction Company satisfies federal DOT auditors, who review employee and company policies and procedures, as well as all licenses. In a recent audit, Federal officials looked at the corporation’s risk management procedures, their compliance with OSHA regulations, and all accident reconstruction reports. Roy proudly reports there were no unanswered deficiencies. One reason that the company has a good record, he says, is because Ft. Myer Construction Company hires workers who meet government criteria for licensing. For example, all Ft. Myer employees, regardless of position titles, are required to maintain an acceptable driver’s record and a current driver’s license. Other licenses may be required in order to operate special equipment. Like all District IRP participants, Ft. Myer Construction Company is also subject to audit by local government officials to determine whether the company complies with registration, records maintenance and inspection requirements established by the Department of Motor Vehicles. Ft. Myer Construction Company routinely responds to all inquiries and works to comply with DMV regulations.

Would you consider sharing information about your operations for the next IRP Newsletter? Give us a call at 202-645-6331 or 645-6636.

A Review of Frequently Asked IRP Questions

WHAT IS “IRP”?

“IRP” is an abbreviation for the International Registration Plan. The International Registration Plan is a commercial vehicle registration agreement among the states of the United States (excluding Alaska and Hawaii), the District of Columbia, and various provinces of Canada. IRP agreements allow one IRP member (from the base jurisdiction) to process commercial vehicle registrations and collect fees for other member jurisdictions. The fees to be collected are based on the percentage of miles that a vehicle travels, or is expected to travel, in his own or in another jurisdiction. Only one license plate and one registration receipt (cab card) is issued for each vehicle.

WHAT IS AN IRP TRIP PERMIT?

Most trip permits are secured through commercial wire services such as Trans Mid-America, Transceiver and Cummings. Wire services charge a fee.

CAN A VEHICLE BE APPORTIONALLY REGISTERED EVEN THOUGH IT IS NOT REQUIRED TO BE APPORTIONALLY REGISTERED?

Yes! Any power unit that will travel from one jurisdiction to another jurisdiction can be apportionally registered at the option of the registrant.

WHEN SHOULD A VEHICLE BE APPORTIONALLY REGISTERED?

- When that vehicle is a power unit having a gross weight in excess of 26,000 pounds; or
- When that power unit has three or more axles regardless of weight; or
- When that power unit is used to pull another unit, and the weight of such combination exceeds 26,000 pounds.

OTHER VEHICLES THAT NEED TO BE APPORTIONALLY REGISTERED INCLUDE:

1. Full trailers and semi-trailers that will travel into California.
2. Converter gear that will be used in California.
3. Any truck, tractor, or truck-tractor, or combination vehicle that the registrant plans to haul commercially intrastate in a jurisdiction other than the base jurisdiction.

WHERE CAN ONE GET AN IRP TRIP PERMIT?

An IRP trip permit is a temporary registration certificate that will allow a driver to enter a jurisdiction that has not been declared on his or her cab card. The duration of a trip permit typically ranges from one to ten days, depending on the jurisdiction for which a temporary permit is issued. The cost of a trip permit into the District of Columbia is \$50. One trip permit is good up to six (6) days.

WHY WOULD AN OWNER WISH TO APPORTIONALLY REGISTER A VEHICLE IF HE IS NOT REQUIRED TO DO SO?

A vehicle owner may opt to apportionally register a vehicle when:

The weight of a vehicle, or the combination weight of a vehicle, is close to 26,000 pounds and registering helps to avoid delays that could occur in some jurisdictions when one is not IRP registered.

The registrant plans to travel in certain western states whose registration requirements can only be satisfied by IRP registration.

HOW CAN I PAY MY IRP BILL?

The Department of Motor Vehicles accepts certified funds in the form of money orders, personal checks, company checks and cashier’s checks.

For additional information on IRP contact Joan Bailey or Dorothy Barksdale at our Penn Branch Service Center located at 3214 Penn. Avenue SE, Washington, DC 20020.

Hours of Operations

Monday through Friday, 8:15 am—4:00 pm.

Visit our website for other DMV information at: www.dmv.dc.gov or call 202-727-5000. To report fraud, waste and abuse by any DC Government Agency or Official, call the DC Inspector General at 1-800-521-1639.